

PLANNING AND ZONING COMMISSION

MEETING MINUTES

OCTOBER 21, 2014

AGENDA

1. BSC Scioto River Neighborhood District – Mixed-Use Development – Bridge Park East (Discussion Only) Informal Review

The Chair, Chris Amorose Groomes, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were, Richard Taylor, Amy Kramb, John Hardt, Victoria Newell, Todd Zimmerman, and City Council Representative Amy Salay. City representatives present were Jennifer Readler, Steve Langworthy, Claudia Husak, Rachel Ray, Joanne Shelly, Gary Gunderman, Andrew Crozier, Sue Burness, Alan Perkins, Barb Cox, and Flora Rogers.

Administrative Business

Motion and Vote

Mr. Taylor moved, Ms. Newell seconded, to accept the documents into the record. The vote was as follows: Ms. Salay, yes; Mr. Zimmerman, yes; Mr. Hardt, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Motion and Vote

Ms. Amorose Groomes amended the September 4, 2014 meeting minutes on page 5, last paragraph attributed to her inserting the word “previously” to the third sentence “the previously approved” and page 6 first paragraph change the word “consistency” to “consistent” and the fifth sentence change the word “of” to “the”.

Ms. Newell moved, Mr. Hardt seconded, to approve the September 4, 2014 meeting minutes as amended. The vote was as follows: Mr. Taylor, abstain; Ms. Kramb, abstain; Mr. Zimmerman, yes; Ms. Salay, yes; Ms. Amorose Groomes, yes; Mr. Hardt, yes; and Ms. Newell, yes. (Approved 5 – 0 – 2.)

Motion and Vote

Mr. Taylor amended the September 11, 2014 meeting minutes on page 6, third paragraph change “the inspector is not asked to judge the color”. Mr. Hardt amended page 4, last paragraph should say “Mr. Hardt was asked”.

Mr. Taylor moved, Mr. Zimmerman seconded, to approve the September 11, 2014 meeting minutes as amended. The vote was as follows: Mr. Hardt, yes; Ms. Amorose Groomes, yes; Ms. Kramb, yes; Ms. Salay, yes; Ms. Newell, yes; Mr. Zimmerman, yes; Mr. Taylor, yes. (Approved 7 – 0)

Ms. Amorose Groomes said next is the proposed 2015 – 2016 meeting dates and asked if there were any corrections or changes.

Ms. Salay suggested that it is important for everyone to have a break or time away and asked staff to take a look at eliminating a meeting or two from the calendar.

Ms. Amorose Grooms asked if it would be problematic for staff to limit those months to one meeting.

Ms. Husak said there used to only be one meeting in December, but at some point, the agendas got to be too full. She said the second meeting date was added, but if they can push applicants to one of the two December dates, the other date could be cancelled. She suggested allowing for greater flexibility with two scheduled meetings, and shooting for cancelling one, but it is up to the Commission.

Ms. Amorose Grooms said they can eliminate the dates and if something comes forward they can put it back on.

Ms. Amorose Grooms asked if they could move the March 12th meeting to the 26th and the May 21st meeting to May 14th.

Ms. Husak said March 26th is the Board of Zoning Appeals meeting.

Ms. Amorose Grooms said to see if those changes can be made and bring the new dates to the next meeting.

Ms. Amorose Grooms briefly explained the rules and procedures of the Planning and Zoning Commission.

1. BSC Scioto River Neighborhood District – Mixed-Use Development – Bridge Park East

The Chair, Ms. Amorose Grooms, introduced this application for informal review and feedback on a future application for the Bridge Park East Mixed Use development.

Ms. Husak said Crawford Hoying and their team are here tonight to give an informal update on some of the changes necessitated in their development and mentioned that Staff had originally planned to have a case before the Commission for a vote, but that is not the case any longer because of the changes. She said the applicant would like some informal feedback on their preliminary architecture which will be part of the Basic Site Plan application that is currently being reviewed by Planning. She said staff provided some discussion questions in the memo.

Nelson Yoder, Crawford Hoying, 555 Metro Place, said they are happy to be back to share some developments that they have and go over the proposed elevations and receive feedback with the design team from Moody Nolan and Brian Quackenbush from EMH&T.

Mr. Yoder went over the previous renderings, landscape plan, and the Basic Site Plan. He said the first eight buildings are the first out of the ground for the project and farthest along for design complete with samples of materials and renderings.

Mr. Yoder said the first change is the vehicular areas and open space weaved throughout the project. He said they are trying to capture open space with its own feel and flavor to be on a main street and find a way between buildings. He said they adjusted parking with eliminating underground parking with streets over parking structures because these streets could not be dedicated to the City since they were over parking structures. He said there would be maintenance issues with these streets as well, as the City was uncomfortable with taking on streets that were over parking structures. He said they were limited in alternative stormwater treatments at grade. He said they started off with about 1700 parking spaces and

by the time the engineers were finished they were down to 1200-1300 spaces due to structural complications, mechanical rooms, transformer vaults and other things happening below grade. He said because of all these things the cost per parking space increased to about 50%. He said the new proposal puts the spaces in the right places and they are up to 1800 spaces in the proposed plan. He said they have pulled the parking structures and consolidated them into two 800 to 900 parking space garages above grade, which allows natural light and ventilation.

Mr. Yoder said the two parking garages are each five story structures, which is permitted in the Code, with a speed ramp to level 4, with levels 1, 2, and 3 easily accessed from Tuller Ridge and Longshore Drive and they can be used for retail, restaurant, and office users. He said the speed ramps go to levels, 4, 5, and 6 for the residents of the buildings connected with pedestrian bridges to the residential structures which will provide a better living experience to be able to make a direct connection over to the building and avoid the use of an elevator which is good when carrying groceries, etc.

Mr. Yoder said Buildings C4 and B4 have parking and residential floors that align and have parking on the same level to connect to individual units, which gives the residential units a nice benefit of being able to park on the same level as they live and provide a better living experience.

Mr. Yoder said the at-grade streets will allow typical stormwater management measures and have freedom in the landscaping, the ability to dedicate all streets to the City and reduce the amount of waivers that will be required. He said the simpler construction will allow the project to remain on schedule.

Mr. Yoder said they have been able to straighten out the grid and tweak the dimensions of some of the buildings with added depth to the C1 and C2 buildings, reducing the size of some of the B1 and B2 buildings and eliminating the need for some waivers for the longest block by making it smaller.

Mr. Yoder introduced Russ Hunter, Designer with Crawford Hoying who has worked with him for 8 years and has been on board overseeing the design of this project for the last year.

Russ Hunter, Crawford Hoying, 555 Metro Place, said he has grouped the buildings and will focus on the buildings that have not changed much and go into more depth with the parking garage buildings.

Mr. Hunter said they have a lot they are trying to figure out with the site and the many things that go into a project like this, and the Commission's feedback will be important regarding architecture for massing, scale and materials. He said they want to focus on buildings and elevations.

Mr. Hunter went through each building:

- B1 is the southernmost building that faces Riverside Drive and the building is commercial on the first two levels with four stories of residential above. He said this building sits on a large stone veneer with brick above for the next three levels, introducing a secondary element that acts as a top for the entire building using matching metal panels to come down adding verticality to the building. He said this is one of the largest buildings that gives lots of flexibility to do multiple sizes for retail/restaurant and office. He said there is a resident occupied terrace and the upper floor penthouses have 10 foot ceilings.
- B2 is north from B1, on the corner of Riverside Drive and Bridge Park Avenue being a continuation of the architectural language that was in B1. He said it is a more playful use in the massing and materials letting them break the ground and top planes. He said the tower element is at the intersection being a gateway into the project because the pedestrian bridge enters this side of the river which will focus directly on this building to the north of Bridge Park Avenue as the "beacon" that draws everyone across the river. He said this building also has a smaller

terrace level for residents only, with the building shaped like an “L”. He said there is also a roof top terrace on level five that overlooks the river, with retail on the ground floor and office on the second floor. He said the floors have been stretched because of the opportunities for “For Sale” residential products on this side of the river to complement what is happening on the west side of the river.

- B3 has turned the corner and is coming up Bridge Park Avenue having retail/restaurant on the ground floor with residential on the upper four floors. He said this building was seen as a modern contemporary interpretation of a warehouse design, which opens up the units with a lot of natural lighting. He said they introduced some areas that have broken the plane to have balconies directly off Bridge Park Avenue so that the residents can stand outside and be a part of what is happening at street level, adding visual interest to the building.

Ms. Salay asked about the sizes of the balconies.

Mr. Hunter said these balconies are 6 feet deep and about 8 feet wide.

Mr. Hunter said building B3 is starting to look at metal and masonry detailing introducing metal panels/bands and brick courses bringing the industrial warehouse feel into a more contemporary look.

- C1 is at the northernmost end of the site and was originally intended as a grocery with a larger footprint on the ground floor giving flexibility to get a larger format user. He said there is a tower on the north end because this is a gateway, as it grows to the north this is a corner that is prominent and deserves a celebration of architecture. He said this building is retail/restaurant on the ground floor with four stories of residential above. He said it has the same architectural base, middle and top features, letting the top come down at the corners and breaking massing up with the balconies.
- C2, directly to the south, is the other building on the intersection of Bridge Park Avenue and Riverside Drive. He said it has the tower element as you come off the pedestrian bridge focused on the tower and is a 100 percent commercial building with restaurant/retail on the ground floor with four levels of office above. He said this building is considered the heart of the project as a beacon coming across the pedestrian bridge. He said they have introduced several areas on top of the building for upper level places for office tenants to step out on the upper levels and get the vista from across the river.
- C3 is along Bridge Park Avenue with retail/restaurant on the ground floor with office above with three stories of residential above that directly across the street from the warehouse building. He said he likes this building because the streetscape starts to narrow along Bridge Park Avenue so it feels like there is a two-sided street meant to be more urban. He said they are breaking the massing up by introducing different elements and materials to have different pieces and things happening so it does not have the same contemporary feel in the massing that the other buildings have.

Mr. Hunter said Buildings B4 and C4 are parking garages with 5 stories above ground parking with residential liners on both sides. He said there is a residential character but also is still going to be a parking garage. He said while the project is contemporary, it is not *over the top* contemporary. He showed examples of parking garages that they thought were interesting that would match the feel for what they were proposing for this site. He said it matches the scale of the residential character.

- B4 has some playful use of punched openings versus larger openings trying to bridge the gap between an open air parking garage with natural light without vast expanses of openness that can be seen as just a concrete structure. He said they are letting the residential uses wrap the

corners making the stair towers become beacons with lots of glass and light. He said they are looking at the residential portion of the building that will have to match.

- C4 is keeping the architectural style of the original plan applied to new buildings. He said it maintains verticality still using the smaller masonry units that are more appropriate with the rest of the residential scale of the project. He said the metal screens play with the elevations giving a different experience, when standing in front giving a transparent feel, while inside the garage it will be very open, and as seen from the street there is a different vision of the parking garage. He said they are using the corner elements of towers to give legible entry and exit for patrons on the residential wrapping the back the building taking on the character of the rest of the buildings.

Ms. Salay asked about the street sections and said she is confused because the preliminary plat was approved with the garages underground and when the applicant went to Council a few weeks later they changed Bridge Park Avenue with buildings closer together and a different street section. She said the renderings seen today are different again.

Ms. Husak said the street section for Bridge Park Avenue is exactly the same that was approved at City Council, what has changed is that the streets that are intersecting with Bridge Park Avenue were previously included in a preliminary plat approved by City Council as reserves for private drives. She said the issue is the City does not want to have public streets over parking garages and with that no longer being an issue with no more below-grade parking structures, those streets, Mooney and Longshore, are now going to be platted as public streets with a revised preliminary plat and a revised basic development plan application coming forward to Planning and Zoning Commission and then the plat would have to be approved at City Council.

Ms. Newell asked about the street layout with on-street parking along Riverside Drive and said she could not fathom how that will function. She asked about any traffic studies to support on-street parking because there is a lot of traffic that cycles down Riverside Drive and this seems like a safety hazard without seeing any proposals that have parking on Riverside Drive.

Joanne Shelly said Riverside Drive has always shown parking on the east side and it has now been added to the west side because they wanted to have a pedestrian scale and friendly environment. She explained that on-street parking is a passive traffic calming device. She said parking along the street gives barriers to create the pedestrian spaces that are adjacent to the buildings to the east and to the park on the west. She said this is a barrier to the high traffic and volume street, creating some spaces for pedestrians for safety and traffic calming.

Ms. Newell asked what was going to happen with all of the other traffic that is going to go through there, knowing that they cannot change the layout of the City and having a tremendous amount of traffic that goes through that section across Bridge Street.

Barb Cox said Riverside Drive will continue to have two lanes of traffic in both directions so the capacity of the roadway is still there as it is today. She said there have been concerns expressed with parking along Riverside Drive and it is one of the items in the toolbox to help with traffic and making the area feel and act different than it does today, with the planned roundabout that will slow traffic down at SR161 and Riverside Drive. She said there will be a traffic light at Riverside Drive and Bridge Park Avenue and at John Shields Parkway and the modified traffic light at Emerald Parkway. She said there will be a series of traffic signals that will be interconnected to monitor the corridor and move traffic. She said there is not a desire to build a parking lot within the park, so the on-street parking spaces are actually going to serve the park. She said the lane on the park side along Riverside Drive will be constructed lower than the northbound lanes resulting in a stair case effect across Riverside Drive towards the river.

Ms. Amorose Groomes asked the expected speed limit for Riverside Drive.

Ms. Cox said the City has to leave the speed limit as it is currently until the improvements are done and in place and they can only change the speed limit via traffic studies and a speed study because it is a State Route and the conditions have to be right for the study because it is a reactive process.

Ms. Salay said it is 40 mph now.

Ms. Kramb said it is 40 mph until you get to Bright Road, then it changes to 50 mph.

Ms. Cox said they may not be able to get it much less than 40 mph, but she would have to double check the detail.

Ms. Salay said SR23 through Worthington is 25 mph and SR161 is 25 mph through downtown Dublin.

Ms. Cox said both have to do with the zoning of Central Business Districts. She noted that the Riverside improvements are the City's part of this project and is not something the Crawford Hoying folks are doing, and the design details are part of the City project.

Ms. Shelly said it is important to understand with the Riverside Drive question, is that they are creating a network and the plan for this development will increase the number of roads and intersections with other principles of building this type of community while creating multiple opportunities for people to go different directions. She said there is currently one road to go north and south on Riverside Drive and there is not the opportunity to go other directions with adding Tuller, John Shields and other "escape routes" so all of the traffic concentrated on one road will be distributed over a network of roads as part of the Thoroughfare Plan is the network grid that allows cars to go in other directions and not be concentrated in a single location.

Ms. Salay said she understands that with the Dublin residents and for people that have trips within the area, but there are those that are going through from Arlington or downtown north toward Powell or Delaware with commuter traffic.

Ms. Newell asked for a formal presentation of what and how the City is planning for traffic and said several Planning Commissioners have asked for this several times over the course of this project. She said she was surprised to see on-street parking on the plan and while would love to see the whole network, as a resident she is alarmed with comments like "I'm not sure how it will trickle down from one area to another".

Ms. Newell said the question is, with putting the parking spots along Riverside Drive, people will have to pay attention to parked cars and people coming out between parked cars, and there is the problem within Historic Dublin and while they do drive agreeably slower, when they start driving consistently slower through that area, what does it do to those traffic outlets in all the locations, because she sees it snowballing. She said no one has given a presentation to the Commission, and when she asked that question, the response was that they have not developed the traffic studies that thoroughly.

Ms. Cox said the studying the City has done will not answer the question about on-street parking in the manner that she thinks they want it answered. She said they have done extensive studies on how the traffic and grid system and all of the improvements and phasing and the development and the grid system do work to accommodate this type of volume of traffic that will come from this level of development, and that is the beauty of the grid. She said the traffic will not all show up on day one, and in the future, when they have the John Shields Parkway bridge that goes over the river, at some point they will have multiple choices and routes to get into this particular development, and they won't have to depend on just Riverside Drive and SR 161 anymore. She said they will still have two full northbound and southbound lanes as well as the southbound bypass lane, which will still be available. She stated that

even with adding parallel parking on the sides, there is still a lot of capacity on Riverside Drive to move traffic through.

Ms. Amorose Groomes said to save the traffic studies for when they have information and said to set this aside because they are talking theoretically and they know there is a lot of work to do to generate that information and it would be nice to have the information when they have to make these decisions but they do not. She said staff needs to do the necessary studies that remain outstanding and try to put these pieces together.

Mr. Taylor said he feels like throughout this whole project they have been asked to make decisions based on limited information. He said Mr. Yoder alluded to new little greenways behind the buildings off Bridge Park Avenue as being something that staff was pushing and asked why they are there and what they are intended to do and how they work.

Ms. Shelly said part of the Code requires that there are mid-block pedestrianways and they have asked for breaks between the buildings so there are opportunities for pedestrian connections through the blocks. She said in the original plan for this development, the path through the spaces between the buildings were narrow and not comfortable, serving multiple purposes that were not all focused on pedestrians. She said they were able to create the opportunity for spaces that still have yet to be detailed and once they get through the development plan and basic site plan then they would work on the details. She said at this time they are only identifying that there are spaces available for pedestrianways.

Mr. Taylor said he has two problems with those pedestrianways because when they put that requirement into the Code the intent was to break up long blocks and they have one of the pedestrianways in the first quarter of the block so it is only 80 feet back from Bridge Park Avenue and it is on both sides, so he sees these things drawing pedestrian traffic off of the main retail corridor onto the side areas, contributing to a lack of vitality on the streets. He said if the Code requires mid-block pedestrianways in those blocks between C4 and B4, they should be in the middle. He said he is not in favor for where they are because they are going to hurt Bridge Park Avenue.

Mr. Taylor said that the front property/right-of-way line on Riverside Drive is closer to the curb in the second plan than the first, if it is true, he asked by how much is it closer and why.

Ms. Shelly said it is correct because the original development was going to require a waiver for the building not being within the RBZ.

Mr. Taylor said these questions are not really for staff, they are more addressed to Mr. Yoder. He said when Mr. Yoder was here before they had quite a lively discussion about the streetscape and the details of that and he and Mr. Yoder had a direct discussion about Riverside Drive and he thought he was very clear at that meeting, that was kind of a third rail for him, and he anticipated it was going to have a ton of activity on it. He said if they are going to make a mistake on sidewalk size and if they were going to make a mistake on where the building was relative to the street, it was to be too big, not too small. He said now they have this thing squeezed down to nothing or relatively nothing on what he thinks is the most important part of this whole development in terms of streetscape because this is the part where all the activity will be across from the park. He said he does not think making it a technicality that there was or they can move the RBZs and can give waivers to do whatever it takes to get that. He said he is alarmed that for whatever reason they are pinching the public realm and this Commission is here to protect that public realm.

Mr. Yoder said that the building has not moved since the last review. He said the area that got smaller was on lot 2, which is the building they needed to have a waiver for because they pushed the building all the way back to the point where between the edge of the curb and the face of the building they would have 40 or 50 feet.

Mr. Taylor said he and staff disagree then because staff just said the building is closer in that location of block C.

Mr. Yoder said block C has not been moved.

Mr. Taylor asked how far the building front from the curb on block C is.

Mr. Yoder said as they work their way from north to south there is going to be a variety of experiences along Riverside Drive which is strong with large, deep patios.

Mr. Taylor said that is private space, he is asking about groups of people walking down the sidewalk strolling and enjoying all that stuff that is likely to happen in that location across from the park.

Mr. Yoder said the amount of space between the curb and the face of the building has a 10-foot sidewalk, 8-foot planter, and a 3-foot carriage walk and is approximately 30 feet and all of it is public. He said any patio spaces would be indoor/outdoor 365 days a year, some with roll up doors internal to the buildings.

Mr. Hunter said this is the shopping corridor that runs through this section to Bridge Park Avenue.

Mr. Taylor said when people use urban districts they stroll along the front of buildings and they have an opportunity to allow plenty of space for that to happen and if they are going to make the sidewalks the wrong size they should make the distance between the street and the building too big and not too small. He said this is a concern of his.

Mr. Taylor stated that he noticed in the original version, there was parallel parking on both sides of the first block of Bridge Park Avenue, and it is now gone.

Mr. Hunter said Engineering had requested that change.

Mr. Langworthy said there is a turn lane for access to Riverside Drive, from Bridge Park Avenue.

Mr. Taylor asked what the sidewalk areas used for in the first block or the uses anticipated in B2 and C2.

Mr. Hunter said these are both restaurants.

Mr. Taylor said they have been looking at the Bridge Street District since October of 2008 and having a wall of cars to separate the moving traffic lanes and a restaurant is something that makes people feel comfortable, and at this busy corner there are two restaurants without that wall of steel. He said he does not understand why they would give up those parking spaces and still have them pushed up to the front and is there not another way to solve it.

Mr. Taylor asked the status of the pedestrian crossing that was a big issue at the beginning when they talked about how to get between the park and this side of the street with the bridge and round-about; other than traffic lights, he asked if there is any other method that is being thought about to make it convenient and safe.

Mr. Langworthy said the light cycle will have an all red cycle for pedestrian crossing, so all three ways will be stopped at the intersection for pedestrian movement.

Mr. Taylor said that is the kind of information that they need to see to make decisions on building elevations.

Ms. Husak said this is not intended to be a meeting where they are making decisions, this is a meeting to get feedback from the Commission and Staff has received the feedback that there is to be a presentation to address all the outstanding traffic questions.

Mr. Taylor said that it is important during the informal to be direct because that is how the message gets delivered. He said he does not like any of this stuff or anything about it. He said all the buildings look cheap and from what he sees contemporary buildings in this case is an excuse to make them less expensive and they are almost the same building with the backs looking like the backs of apartment buildings or the fronts look like the back of apartment buildings. He said he does not like the scale of the first floor on most of them and the use of spandrel glass makes him think this was designed in 1962, being that they do not do spandrel glass anymore on buildings like this. He said the building with the tower does not fit with anything, and he does not like how it is articulated.

Mr. Taylor said the Commission has talked about parking garages for five years and if they are going to have them they are not going to look like parking garages, and even being that it looks like a nice parking garage that is not remotely good enough. He said he was disturbed by the comment that as they got closer to Riverside Drive it "gets a little more urban" and in his opinion, the *whole development* is to be urban and there should not be "degrees of urban-ness," and pacifying drivers is the last thing they want to do. He said he is confused by the idea that it is easier to drive up to the top floor of the parking garage and carry groceries across the parking garage and get into a sky bridge connecting to the units. He said he cannot imagine anything that is more the opposite of urbanism than sky bridges, and if that is something that appears in this development, it will never get his approval.

Mr. Taylor said he is interested in knowing where signs will be going. He stated that with the City spending millions of dollars moving Riverside Drive to clear the riverfront in front of these buildings, these buildings have not earned that place yet and are not good enough for the best setting for buildings in this city, and maybe in the region, and they have got to be a lot better than these are.

Mr. Yoder asked why the buildings look cheap.

Mr. Taylor asked that he wait until he hears the other Commissioners' comments and see if there are things in common and they can address them later.

Ms. Newell said massing of the buildings were well handled, but when looking at the buildings together, all of the buildings except the warehouse building appear color blocked. She said it is the one building that is different than the others, but when looking at them together there is a pattern of color blocking from each building, that they all have a sameness of development. She said they all envisioned for the Bridge Street District that there would be a uniqueness of buildings developed at different times. She said the buildings should be completely different in character and style. She said with the first buildings to be developed having so much repetition and sameness they are not getting the architectural variety that they are looking for. She said the two anchor buildings with tower features could have been developed better than it is so the interest is heightened more.

Greg Briya, Moody Nolan, said the elevations do not give the detail yet, the intent of the Arriscraft material at the water table and the lower portions of the buildings is to break them up with some reveals with different unit sizes. He said Arriscraft is a quality product and has been used on a number of newer products within Dublin. He said the Arriscraft is a man-made product but does have the characteristics of a natural stone with veining and different coloration. He said the intent is to play with sizes as well as textures. He said a lot of the openings and smaller details are not represented and will be further down the road.

Ms. Newell said the Arriscraft product is a quality material with a variety within the product in specialty shapes, monolithic units and they look like stone not split face or block, but she is concerned with how they are using it and the details of the application on the buildings. She said all the elevations have the exact same pattern of store fronts with a glass box with doors with no variety. She asked if that was the intention.

Mr. Hunter said the intention is that whatever the tenant wants to do they are able to do it, and it is their space and it will compliment what is being created while having their identity and there may be tenants that will have a finished streetscape and have their own stamp on it.

Ms. Newell asked if the building terraces are going to be landscaped or flat paved surfaces.

Mr. Hunter said they are going to do a combination of pavers and synthetic grass or introduce some green roof elements and planters with trees.

Ms. Newell asked that they show that on their presentations of the buildings because it is important in adding to the architecture of the building. She said she would like to see more distinct character between the buildings.

Ms. Newell said they noted that vinyl windows are being proposed in the residential units and those are not permitted in the Code.

Mr. Hunter said they would seek a waiver for the windows.

Mr. Hardt said that the buildings look too much like each other and the expectation is that these buildings look like they were built at different times by different developers and designed by different architects. He said Ms. Newell was on track with the specifics with the use of colors on the buildings, the vertical elements with the balconies squeezed in between them is on almost all of the buildings, and any one of the buildings are competent, but altogether they are not what the Commission is after. He said he agrees with Mr. Taylor that the investment that the City is making to create this site in this location in the city demands something remarkable and he does not think these buildings are remarkable in the way they are presented. He said the Arriscraft is a quality material but he is concerned about it because where it meets up with the sidewalk, the salt will damage it.

Mr. Hardt referred to the upper stories of the buildings and said there is an indication on the elevations they are proposing to use stucco that matches the metal panels and that speaks to the comment about cheapness. He said if metal panels are the appropriate architecture and aesthetic, then that is what they should be using, and not mimic them with less expensive materials. He agrees with the comments regarding the vinyl windows. He said he understands the comments on the tenants having the freedom to detail the storefront as they want, but with the buildings having 20-foot storefronts with 2-foot masonry piers in between them and that is duplicated on each building, there is a certain sameness and lack of character at the street level that seems to be missing.

Mr. Hardt said he agrees with Mr. Taylor's comments on pedestrian sky bridges connecting the apartments with the parking garage, and that type of construction is the antithesis of walkable urbanism.

Mr. Hardt said when the preliminary plat came through he wanted to see the streetscape developed and delivered in the way that the City and public and studies anticipated it, with 12-foot clear sidewalks and the cycle track and carriage way and all the things that MKSK recommended. He said he did not see that in the preliminary development plan but did ask to see it going forward. He said the proposal that was presented to City Council went in the other direction and he stated that he expects that the sidewalk in the public realm and the streetscape and public space be built as envisioned with all the components even if the right-of-way has to get bigger and he will not support this project in any form until that is

demonstrated. He said they have invested too much time and money in this plan and the City needs to dictate what the streetscape looks like so there is consistency in the functionality and form throughout the development.

Ms. Kramb said her biggest concern is with the Bridge Park street section that only has a 5-foot sidewalk and there is no way she can support a 5-foot sidewalk. She said with respect to architecture, she would not support that large of a parking garage and the way they look is too gigantic and asked how they are classified.

Ms. Husak said they are classified as corridor buildings.

Mr. Yoder said the garages can be 5 stories plus parking on the roof, according to Code.

Ms. Husak said they are not considered stand-alone parking garages.

Ms. Kramb said she cannot support rooftop parking and does not want to see cars parked on the top of these buildings when she is walking down the street. She said they cannot look like parking garages. She said the smaller buildings are going in the right direction and the warehouse building is the best of the buildings. She said the residential portions of the buildings are the portion she does not like because it is very repetitive.

Ms. Kramb said when they come back she will want to know how many residential units are in each of the buildings and what is expected in uses on the ground floors and the parking per buildings and how many are for residential and commercial/offices. She said she would like to know if buses are accommodated on the streets. She would like to know where signs will fit on the buildings. She wants to know how much will be residential for sale units and the price points and the number of rental units. She said she is not in favor of a sky bridge connecting the buildings and the mid-block pedestrian ways need to be closer to the mid-block to break up the two gigantic buildings.

Mr. Zimmerman asked if the windows will function on the buildings.

Mr. Hunter said they are required by Code to function.

Mr. Zimmerman said there are different vinyl window qualities. He said with respect to the overall development, there should be something that draws someone across the river from the Historic District and possibly it could be the lighting from the different uses or something seen on the windows that will draw them to come over. He said the garages have a different feel to them, and they are going in the right direction. He said the warehouse building is going to be the biggest draw. He said he agrees with Mr. Taylor with regard to the sidewalk and public spaces to make these spaces bigger now to accommodate the pedestrians and the dining experience along the streets.

Ms. Salay said the parking garages make her very nervous and it is difficult to get a great looking parking garage. She said these are going to be important roadways, and these parking garages have got to be the best looking and most heavily disguised parking garages and no one should know that it is a parking garage from the outside because this is the premier location and the best seat in the house for Bridge Street. She said this project sets the tone as the first ones in, and the bar needs to be set high.

Ms. Salay referred to the architecture and said seeing the materials in person does make her a little more comfortable, but she does not understand metal panels and how they are going to have the quality that is expected, knowing that metal panels do not age well. She said she prefers brick and stone. She said there is a lot of repetition in the buildings and architecture. She agrees with the point to incorporate transit, because it will be needed. She said to have more space on the sidewalks and higher quality materials and windows.

Ms. Salay apologized to staff and said traffic has been reported to City Council, and they have developed over the years a great respect for the City's traffic engineers and their studies and recommendations. She said that whatever they have said was going to happen has always happened, and she has a high level of trust in the beauty of the grid. She said they do not want traffic flying through Riverside Drive especially with this shopping corridor. She said it would be a great idea to have an evening with the Engineering staff and present the vision for traffic in the Bridge Street District. She said Council had a presentation from the consultant regarding streetscapes and combined with something from the traffic engineers they can have a session focused on streets and traffic. She said she is not as opposed to sky bridges in the back of the buildings because they are not front and center.

Ms. Amorose Grooms said she agrees with the comments from the Commissioners and she does not believe this is meeting the intent or the vision of the Bridge Street Code. She said the buildings look like they ran out of the good stuff about 5 stories in the air and they had to get other things to finish the top story. She said she is not in favor of this kind of architecture. She said when they name streets such as these, they are regal names that deserve regal buildings. She said when she travel around the country, the new buildings all look like these buildings, and she fears that they will get something like Metro Center with four glass buildings and they are buildings that are very reminiscent of the early 1980s and these are going to be thought of as "very 2010s," and she does not want that repetition in this district. She said the street names should have buildings similar to their names, such as Long Wharf Road should have a building like a wharf or Park Avenue should have a grandiose estate like a beautiful building that is classic and timeless.

Ms. Amorose Grooms said she does not see any stone on any of the buildings and if this is the core of the City it should look like the genesis of our City and there should be some buildings that are representative of who they have been and where they are going. She said that kind of representation is not in this proposal. She said they need timeless buildings. She said her vision is that this district does not look like a development but like a city with buildings that will mesh together and there is nothing authentically urban about this, but is very suburban density.

Ms. Amorose Grooms said when they return she is interested in seeing the number of units per building, the square footages, number of "for sale" and "for rent", and the full development of where the structural soils in the planting areas will be. She said there is a critical mass required of underground access to canopy with a minimum structure underneath. She said she is hesitant on sky bridges and she will hold her judgment on that until she sees more information. She said the City needs to have and take ownership of the public realm and decide what the public realm needs to be and they need to figure out what the streets need to look like and let applicants know. She said in her opinion, they have failed holistically on this point.

Ms. Amorose Grooms asked if there was anyone from the general public would like to make any comments. [There were none.]

Mr. Yoder thanked the Commission for their comments and feedback. He said it is their goal to deliver a high quality, timeless project. He said the issue with parking moving from below ground to above ground is not a question of saving money, it will bring the cost of the parking within reason and a matter of survival and whether the project moves forward. He said the connections of the parking to the other parts of the site and this is a critical part of making the spaces marketable and the bridge connections can capture convenience for residents.

Mr. Taylor said the reason he is against sky bridges is because it takes people off the street and the whole purpose of this district is they are trying to create dense walkable urbanism and when they take all the residents of the building and tell them they don't have to walk on the street anymore it takes away a lot.

Mr. Yoder said if someone is renting a 6th floor unit overlooking the park, and you ask them to fight with retail/restaurant traffic on the lower levels of the garage it makes it difficult to the residents to get their groceries down 4 flights down the elevator of the parking garage, then cross the street and travel up 4 flights to their unit and there will be activity on the street without inconveniencing the user experience of the residents as they live here on a day to day basis.

Mr. Yoder said the materials presented were chosen because they were informed that the Arriscraft material is durable to salt, as stone will be eroded by the salt. He said they had the idea of stone and brick and was trying to present something that is as durable as possible. Mr. Yoder said the comments regarding buildings looking the same is partially due to the limitations of the materials palette with brick, glass and stone being their only choices, and the idea that stucco and metal panels not being encouraged will create more sameness between the different buildings.

Ms. Amorose Grooms said to come back with creative and great ideas with the use of natural materials that are not presented.

Mr. Yoder said another meeting on the streets makes sense and the give and take on the streetscape has happened to inform the results of a consultant working within a vacuum with reality and a tenant perspective. He said they have seen the same streetscape proposed in Grandview, downtown in the Arena District, and now rolled out for Dublin signature streets. He said the idea of several miles and hundreds or thousands of trees that would have to be in planters with lots of factors with ongoing maintenance issues as well as the logistics of having a shopping corridor flow with restaurants with outdoor seating along with the planters outside of the retail space is not great. He said in some places a tree grate or a raised planter works, but without a great relationship with what is going on inside the building and out on the street a raised planter can be appropriate but when there are miles across Dublin here is big issues to think about for the city. He said putting obstacles in front of the shop fronts doesn't make a lot of sense. He said they have been trying to help inform that process with the real issues and are helping to find a good solution.

Ms. Salay said the vision report that was approved in 2010 should be used as a reference for examples of buildings that they are looking for which might get them more in line with the vision for the district.

Ms. Amorose Grooms thanked the applicants for their time.

Communications

Ms. Amorose Grooms asked if there were any communications. [There were none.]

Commission Roundtable Discussion

Ms. Amorose Grooms asked if there were any roundtable issues to be discussed.

Ms. Salay said they are looking for a City Manager, the first look at candidates is on October 28th and possibly continue through October 29th beginning at 4:30 pm and she may be late to the meeting.

Ms. Kramb said she will be unable to attend the November 13th meeting.

Ms. Amorose Grooms said she assumes there will not be a review for the Riviera application at the November 13th meeting.

Ms. Husak said they are expected to file an application for that meeting.

Mr. Hardt will not be in attendance either on November 13.

Ms. Salay said they cannot hold up development for everyone to be present knowing that there will be other opportunities for input. She said they cannot always be at every meeting and that is understood.

The meeting was adjourned at 9:09 p.m.

As approved by the Planning and Zoning Commission on December 4, 2014.